

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1-19 (Canceled)

20. (New) A safety device for a vehicle that can be activated upon an impact of the vehicle against an obstacle, comprising:

- a) a first sensor arrangement for acquiring the vehicle impact and for outputting a first sensor signal;
- b) a control device for outputting a triggering signal dependent on the first sensor signal;
- c) a restraint system that is triggered dependent on the first sensor signal for a protection of a vehicle occupant during the vehicle impact;
- d) a second sensor arrangement for acquiring the obstacle in a vicinity of the vehicle and for outputting a second sensor signal; and
- e) a third sensor arrangement for acquiring an environmental influence on the second sensor arrangement and for outputting a third sensor signal dependent on the environmental influence, wherein:

the control device determines, based on the second sensor signal, whether to trigger the restraint system after an evaluation of the third sensor signal.

21. (New) The device as recited in Claim 20, wherein the first sensor arrangement includes an acceleration sensor.

22. (New) The device as recited in Claim 20, wherein the second sensor arrangement includes an ultrasound sensor.

23. (New) The device as recited in Claim 20, wherein the restraint system includes a multiplicity of restraint devices.

24. (New) The device as recited in Claim 23, wherein the restraint devices include at least one of a driver airbag, a passenger air bag, a knee airbag, a window airbag, a belt tightener, a seat actuator, and a roll bar.

25. (New) The device as recited in Claim 20, wherein the first sensor arrangement, the second sensor arrangement, and the third sensor arrangement form a sensor system.

26. (New) The device as recited in Claim 20, wherein the third sensor arrangement includes at least one of:

- a rain sensor,
- a temperature sensor,
- an adhesive friction sensor,
- an additional system for determining an adhesive friction,
- a video sensor, and
- an intrinsic speed sensor.

27. (New) A method for activating a safety device for a vehicle upon an impact of the vehicle against an obstacle, comprising:

- acquiring a first sensing variable by a first sensor arrangement for recognizing the vehicle impact against the obstacle;

- outputting a first sensor signal via the first sensor arrangement;

- determining by a control device a triggering signal dependent on the first sensor signal;

- triggering a restraint system dependent on the first sensor signal for protecting a vehicle occupant during the vehicle impact against the obstacle;

- acquiring a second sensing variable by a second sensor arrangement for recognizing the vehicle impact against the obstacle;

- outputting a second sensor signal from the second sensor arrangement;

- acquiring a third sensing variable by a third sensor arrangement for recognizing an environmental influence on the second sensor arrangement;

- outputting a third sensor signal from the third sensor arrangement dependent on the environmental influence; and

- causing the control device to determine, based on the second sensor signal, whether a triggering of the restraint system is to occur after an evaluation of the third sensor signal.

28. (New) The method as recited in Claim 27, wherein the evaluation of the third sensor signal output by the third sensor arrangement is carried out in the control device by a processor unit.
29. (New) The method as recited in Claim 28, wherein the evaluation of the third sensor signal is carried out in the processor unit by way of an evaluation algorithm.
30. (New) The method as recited in Claim 29, wherein the evaluation algorithm is embedded in the processor unit.
31. (New) The method as recited in Claim 27, further comprising:
acquiring an ambient brightness via one of a video sensor and a brightness sensor of the third sensor arrangement.
32. (New) The method as recited in Claim 27, further comprising:
acquiring the environmental influence via one of a temperature sensor and a rain sensor of the third sensor arrangement.
33. (New) The method as recited in Claim 27, further comprising:
determining from another signal present in the vehicle an adhesive friction between the vehicle and a roadway by an adhesive friction sensor of the third sensor arrangement.
34. (New) The method as recited in Claim 33, further comprising:
determining at least one of a dirtying and an icing of the second sensor arrangement based on the adhesive friction between the vehicle and the roadway.
35. (New) The method as recited in Claim 27, further comprising:
switching the restraint system to a fallback level if the evaluation of the third sensor signal in the control device yields a result that the second sensor signal is falsified by the environmental influence.
36. (New) The method as recited in Claim 35, further comprising:
when a restraint system control unit is switched to a fallback level, triggering a restraint device of the restraint system without making use of the second sensor signal, on the basis of the first sensing variable.

37. (New) The method as recited in Claim 27, further comprising:

acquiring, based on the second sensor signal, a relative speed and a distance between the vehicle and the obstacle, an angle of impact, a time of impact, and a shape of the object.

38. (New) The method as recited in Claim 29, wherein a decision concerning a triggering of the restraint system is carried out by the evaluation algorithm executed in the processor unit.